

## AMONG THE AUTOMOBILISTS

**OHIO CAR DEPARTS ON ITS  
TRIP TO SAN FRANCISCO.**

**Expected to Be There on Christmas Day—Wire Wheels Coming Back in England, Maybe Here—How the Whole Ford Product Was Nearly Bought**

San Francisco started yesterday from the City Hall. It will go chiefly through the Southern States down to Galveston and from there to Los Angeles and San Francisco. The trip is being made. It is set forth, in the interests of good roads. At the conclusion of the tour, it is designed to end December 21. It will be compiled and distributed through the A. A. A. Ernest I. Ferguson is official observer for the A. A. A. Guy W. Finney will represent the Ohio Company. Charles Thatcher is the driver and Fred Clark the mechanician.

A Dainger car seen on Fifth avenue yesterday had the wire-spoked wheels that it is said will be a characteristic of the 1921 product for the coming season. It is a Dainger 221 model. The 1921 models will be out again. The 1921 models seen here so far give no indication of that.

OF the wire spoked wheels on the motor vehicle the British motor industry has the American credit. The first motor car in the world was the early car built in Europe had spoked wheels, the change over the artillery type with wooden spokes being due to the breakage of the wire wheels in the big road races in France. The principle of the wire wheels was right enough, if only the spokes were made of a material that would not produce a large gauge metal. Research, so far as concerns England, has been brought about by the justified popularity of detachable wheels for quick tire changing.

The necessities of design made the suspension wire spoked wheel recently available, and though the originators fought an uphill battle against prejudice, their success has induced other inventors to enter the field. Our largest manufacturer of

detachable wire wheels as a regular standard and will only fit wooden wheels to special order. This example has been followed by three other makers and more are coming into line.

This is a very sad story, for which the voracious *Fort Times* vouches. The story goes:

He was not exactly a new salesman. He had been a hard, ambitious, astute, and energetic worker. He had the job under the transportation branch, manager of the Fort branch in New York city, and New York city salesmen have to hustle.

He spotted the visitor as a live one. He was right. The Ford Six was then the leader of the routing car craze. He caught the visitor's eye. He liked the color, the mechanism, the materials, the materials and the price. He bought, without a demonstration. "I'll

Then he saw a Model S. Had it factored and bought one. Also a Model N. Then he saw a motor car without the factors and the salesman tumbled. The man was mentally wrong.

It will not be long before the Packard service plant on Thompson avenue, Long Island city, will have neighbors. The Packards have had a building erected for their service plant will be erected soon, not far from the Packard place. The Ford service plant is building on Jackson avenue, Long Island city.

A motorist points out one advantage of the Packard service plant. It is not known whether a Packard owner or not. If you're coming in from a tour of Long Island and you have a Packard, you can get it packed presentable when you get in the city. You can stop off there to wash it. There is a car wash. You can get a Packard attendant, and men will be looked after in a place for them. I suppose that the other service buildings will have a similar arrangement. It would be a convenience.

In show time this year, two separate shows will be exhibited in the lobby of the Hotel Breslin. One of them will be on view there in the first week of the show and the other in the second week. The drawing for the right to this privilege will be held to-day, when there will also be a drawing for the right to show folk-lore in the lobby of the Hotel Breslin. The privilege is extended only to the exhibitors in the licensed show garden from January 7 to 13. The hotel-folks have stipulated that although the right is extended to commercial vehicles, no service car is to be put in the lobby. A trolley truck would be a little too big for a place there.

The Chicago Motor Club's 1,000 mile record-making competition recently was won by a Buick. The Buick was the going car every day. In the touring car class, no less than four cars finished with perfect records. The Buick was the winning car in the touring car class.

There was a close competition between the two cars, the Buick being penalized 15 points and the Ford 10. Two cars that finished had Michelin tires were penalized altogether 15 points. The Buick was penalized 10 points for not having a spare tire. The Ford was penalized 10 points for not having a spare tire. The Buick was penalized 10 points for not having a spare tire. The Ford was penalized 10 points for not having a spare tire.

The assessment is figured on the R.A. system of computing horse-power. The cylinder is taken as the base and 2% square inches are taken as equal to 1 horse-power.

Not exceeding 80 horse-power \$10.00  
Exceeding 80 horse-power \$15.32; not exceeding 12 horse-power \$16.32  
Exceeding 12 horse-power \$19.65; not exceeding 20 horse-power \$20.65; not exceeding 20 horse-power \$27.87; not exceeding 30 horse-power \$30.87

horse power, 102 to 119, exceeding 60 horse power, 120 to 129. This is an annual fact so that the man who has a car of actual 60 horse power or more has to pay well for the privilege.

**HARRISBURG'S AUTO RUN.**

Only Five Cars Penalized—Technical Committee to Report.

HARRISBURG, Nov. 22 When the fifteen cars finished to-day's route in the fall endurance run of the Motor club of Harrisburg they were pretty near y all in. While the road reports show but five cars and penalties, two incomplete scores and the balance with perfect road records the result of the examination by the technical committee may not be completely before to-morrow at noon, may show very few cars without a blemish.

To-day's run of 145 miles was a hard task

kind one. Kinke Kar, driven by E. V. W. Hickok, was the outside of Shamo. The car did not skid, but a telegraph pole, badly damaging the car. Neither driver nor passenger was injured.

The Pullman, damaged by Charles Warner, struck a stone wagon near Lebanon, breaking a front spring. Repairs were made and the car continued to run, finishing in good time but penalized 82 points.

The close of the run the cars were put through a thorough test by the mechanical committee headed by W. O. Hickok and in most cases the brakes were found in good condition. The Kinke Kar, driven by James Kline, was penalized 3 points to-day for work.

**Football at Prospect Park.**

Boys' High, 20. Monarch, 0.  
Loyola, 6. Bentley, 0.  
St. Ignace, 10. St. Joseph, 0.  
Necox, 3. Franklin, 0.

## AUTOMOBILES.

## EQUIPMENT

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CHAINS  
PREVENT  
THIS**



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ne to skidding. Isn't it worth  
Chains—don't take chances—

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JONES was tested for 30 days by scientific men in the greatest trials and for speed indicators. JONES highest Award—the R. A. C. Medal.

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**HORSES AND CARRIAGES**

**OLD GLORY AUCTION**

**Continues To-day at**  
**Madison Sq. Garden**

Morning Session: 10:30 A. M.  
Evening Session: 7:30 P. M.

at the Hotel Astor on the evening of the 12th, for the election of officers and a transaction of such other business as may properly come before the annual meeting. Bids will be opened at 8 o'clock and

This meeting there will be held a dinner for members of the club and their guests. The dinner will be held at the home of Mrs. J. C. Wheeler, 1015 E. 10th St. and will be in addition to the usual business incidental entertainment features.

**East Indian Is Star of Columbia Gymnastics**—Coach of the Columbia gymnastics team, called out candidates for the first practice of the season yesterday. Capt. Wheeler, F. C. North and S. M. McFarland, the only veterans from last year's team, were the first to appear. They are the freshman and sophomore classes from which the coach expects to build up a strong team. The fact S. M. McFarland is an East Indian, he believes he has one of the best gymnasts he has ever coached. The Indian is a very experienced athlete and has had a long experience in gymnastics work and he excels in every branch of the sport. His training is especially good.

—*Star*, 12-13-1914.